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The Daily Press.

HONGKONG, JUNE 9TH, 1908

There are at last some signs that the public in England is beginning to recognise that the legislation which the Liberal Party thought fit to introduce with respect to Trade Unions has gone beyond the bounds which can be considered safe by even the most advanced upholders of the rights of the working man to protect himself by means of such combinations. At the time when the last act on the subject was passed, exempting Trade Unions from liability for damages resulting from what is euphemistically termed "peaceful picketing" during any strike grave doubt was felt by many—and especially by those who knew what "peaceful" picketing meant, whether the Legislature had not gone so far as practically to withdraw one special class from the operation of laws which applied to all others, and thus to perpetrate a piece of "class" legislation of a decidedly dangerous tendency. Very shortly after the act was passed, some forcible illustrations of what this moral persuasion amounted to came before the public; but very little notice was taken of them at the time. This was no doubt due to a reluctance on the part of all political parties to oppose the views of the labour party whose influence in respect to Elections has now become so serious that all leaders are disposed to incur opposition from this quarter unless absolutely compelled to do so. Incidents have however arisen which have made it apparent that if the right of striking is to be recognised, it is essential that it should be at least restrained within certain definite limits. The threats of strikes upon some of the railways at home, and the more recent

trouble brought about in India by the Telegraph Employees have caused men to reflect still more upon the enormous power which may be put into action by the leaders of strikes, and to question whether some principle cannot be arrived at which will preserve to working men a right to resort to the time honoured plan of combining to refuse further work unless higher wages are paid, but at the same time prevent this very strong power being abused by unscrupulous or uncompromising persons. It is not easy to declare what this principle should be so far as the working men are themselves concerned, it is open to question how far the majority are justified in coercing the minority in cases where a certain number are willing to work but are prevented from doing so by the power of the Union. There can hardly be a question that at times considerable injustice has been done to individuals in this respect—but on the whole the feeling has been that this is a matter which purely affects the men themselves, and that it may consequently be left with safety to them to settle it upon a fair and common sense basis. With a few notable exceptions, this seems to have been the case, and on the whole the Unions have not apparently been unduly oppressive to the working men themselves though there is practically little to prevent the powers which they exercise being at times pressed to extreme lengths. Upon this point, it will always be difficult to obtain anything like accurate information, as grave pressure can, of course, be easily brought to bear upon any workmen who may venture to complain outside of the working of a Union, though they may have joined it only with reluctance or even under persuasion amounting in reality to compulsion.

Upon one point, however, there is a unanimity of opinion, which it is to be hoped will, in one form or another take practical shape. Whatever rights of combination working men may have with a view to improving their position, these rights must not be exercised in a manner that will cause public danger. It may be remembered that this principle was absolutely asserted many years ago when a strike of gas works employees was threatened in London—and when a certain number of those who were promoting the strike were brought up before the criminal courts, and were found guilty of acting illegally in combining in a manner which threatened the public safety. The justice of this view has never been questioned, though similar action has not again been taken in any strike that has since occurred. It is of course a principle of a very far reaching character, and naturally the authorities are loath to act upon it unless the public exigencies make it absolutely necessary to do so. The great difficulty is to define what is a public danger, and to differentiate a case purely of that character from others in which the public may be much inconvenienced, but in which it cannot be fairly urged that public order is sufficiently infringed to justify interference by the authorities—as for instance a cab strike, or a coal-carriers' strike. On the other hand there are certain services among which those of railways and telegraphs may be classed, where a sudden stoppage of work on the part of the employees must cause great public injury; and in such cases, it is clear some limit should be put upon the power of "striking." It may be said that a combination of the kind is only what people in other trades have a right to, and that persons in the employ of railways or telegraphic departments should not be deprived of it; but this is not an answer to the real issue. The remedy that is sought in such a case is so manifestly disproportionate to the wrong it is designed to put right, that no reasonable person can consider it justifiable—and if the right of striking in a reasonable manner for a legitimate object is liberally recognised as a necessary concession to working men, it will be no hardship that some definite limits should be put upon the exercise of so strong a power; and the least limit that can be put is that it shall not be made the means of injuring or endangering the public at large.

At the Magistracy a coolie was remanded on a charge of stealing a cheque value \$30 the property of Mrs. Drummond, Kowloon.

The King of Italy has made Mr. G. D. Munro, advocate, of Shanghai, a Chevalier of the Crown, in recognition of his services as assessor at the Mixed Court.

The continuous rain yesterday spoiled the Whit Monday holiday and most of the excursions arranged for the day were abandoned, as well as the Civil Service Club Sports.

The s.s. "Arabia" arrived at Hongkong on Sunday badly damaged. One of the propeller blades had broken when about 100 miles from Moji. The vessel was stopped and the damage repaired but later the shaft was found to be damaged so much so that it was with great difficulty the vessel reached Hongkong.

CORRESPONDENCE.

THE OPIUM QUESTION.

[TO THE EDITOR OF THE "DAILY PRESS."]

SIR,—In my letter on this subject which you were good enough to insert in your issue of 1st June I submitted that probably the best way to solve the financial difficulty caused by the decision of the Imperial Authorities to close the local opium "dens" would be to forward a Memorial to the Secretary of State setting forth our inability to continue to contribute upwards of a million dollars per annum as military contribution.

The Imperial Authorities do not seem to have contemplated the issue of arbitrary orders, ordaining that the opium dens should be closed immediately. That difficulties have to be faced in giving effect to the anti-opium policy of the Government is well known at Home and it seems to me that one, at all events, of the main objects in view in despatching the telegram to His Excellency the Governor on the 4th inst. was, by giving as much warning as possible, to reduce the difficulties and so pave the way for the closing of the dens as quickly as was locally expedient.

The road is clearly open to us to memorialise the Secretary of State, who would, I should say, be likely to gratefully receive a carefully drawn appeal, clearly setting forth our financial status, and our inability to continue to contribute upwards of a million dollars a year to the Imperial Treasury.

May I again suggest that much good and assuredly no harm would result from a public meeting being held as soon as possible with a view to the appointment of a Committee representative of every section of our large cosmopolitan community which should be entrusted with the task of preparing—as they may deem expedient—a Memorial for despatch to the Secretary of State through the good offices of His Excellency the Governor.

All that is now requisite is that the matter should be put before the Imperial Authorities in a proper manner, and, if a better way of doing so can be devised than the *modus operandi* I have ventured to place before your readers, I take this opportunity to assure you that the promoters of it will find in me a very staunch supporter, for I realise the necessity for action and am quite willing that my scheme, be shelved provided such efficient measures for the welfare of the majority of my fellow-citizens.

Surely, Sir, as you suggested in your leading article on the 1st inst., the reformers at Home would "probably appreciate an opportunity of proving their good faith" and should at all events, "be given the chance."

"What is worth having is worth asking for." If we do not ask how we expect to receive the measure of consideration which is clearly due us in this connection?—Yours faithfully,
G. A. W. KINS.

Hongkong, 8th June 1908.

PARLIAMENTARY EXTRACTS.

THE OFFICE OF CROWN AGENTS.
Mr. Hay (Shoreditch, Hoxton) asked the Under-Secretary for the Colonies, whether it could now state the names of the persons who would constitute the committee to inquire into the organisation of the office of the Crown Agents for the Colonies; whether he would undertake that some experienced commercial men would be placed upon the committee; and whether he would undertake that the House of Commons should have an opportunity of expressing an opinion upon the terms of reference to the committee before the terms of reference were finally settled.

Colonel Seely.—The composition of the committee is as follows:—The Right Hon. Sir Francis Mowatt, Sir Ralph Moor (formerly High Commissioner for Southern Nigeria), H. J. Gibson, Esq. (Assistant Comptroller and Auditor-General), Bowland & Bailey, Esq. (Comptroller of Stationery Office), Stanley M. Leathes, Esq. (Second Civil Service Commissioner), J. Alexander Harris, Esq. (Principal Clerk in the Colonial Office), and my noble friend the Secretary of State for the Colonies has requested me to act as chairman. The terms of reference are as follows:—"To report upon the best method of selecting the clerical and technical staff for the Office of the Crown Agents for the Colonies, and particularly to consider the conditions of tenure, the scale of payment of salaries and pensions, and how far arrangements in that office are in accord, or can be brought into harmony, with the principles governing the Civil Service." My noble friend authorizes me to say that he will favourably consider the propriety of adding to the committee a gentleman with special commercial experience.

Mr. Hay.—Are these terms of reference finally settled or is the Government willing to accept suggestions upon them?

Colonel Seely.—I am afraid not. I am afraid the terms are settled, but I think the hon. gentleman will agree that they are of wide scope.

Mr. Hay.—Montgomery Borough.—Will the position of the Crown Agents as intermediary between the Colonial Office and the commercial world come within the terms of reference?

Colonel Seely.—This is a matter to be decided by the Commission when they meet.

Mr. Rees.—Are the terms of reference confined to minor members of the clerical staff?

Colonel Seely.—No, Sir, not at all. If my hon. friend will read the terms of reference as to the conditions of tenure he will see that that is not so.

A tragedy, rather than a romance, we would call "Sally Bishop," E. Temple Thurston's new novel, published by Geo. Bell and Sons, of London. It is a story of the powerful and realistic order that the moralists object to, but in right hands it will be appreciated. The heroine is a workgirl in London whose passion for a man who will not marry her gives her some years of happiness after squallor, and then leads to the utmost misery and a tragic end. Dangerous as the theme is, and especially as all the circumstances are revealed, the author has achieved a decent manner of description that saves the book from the risks it runs, and makes it in reality an argument that should be effective against the recklessness of a certain class of reformers. The paragon's adventure with the communion wine is a truly remarkable story, and the type of Christianity by his widow at a later period is a masterly illustration that was much needed. Sally's friend "Janet" is a fine character, and Trill's final disillusion and discovery at the end is artistically led up to. It is an awkward theme thoroughly well handled, and at the same time a story of absorbing interest.

HOME AND CHINA AFFAIRS.

[FROM OUR CORRESPONDENT.]

London, May 8th.
CHINESE ARMS CONTRACT.
I hear that during the next few months orders will be placed with European firms by the Chinese Government for arms and ammunition to the value of over three millions sterling. English makers expect to obtain the greater part of these commissions while the remainder will be divided between France and Italy. I am informed on what I believe to be reliable authority that the Chinese exports who visited Europe last year were unfavourably impressed with what they saw in Germany; hence the proposed distribution of orders elsewhere.

INCIDENTALLY.
The return of Sir Robert Hart after his long service in the Far East is awaited by all interested in China, with lively anticipation, for there are many reports couched in general terms by authors more or less efficient that it is desirable that one of Sir Robert's wide experience should give, if he will, some outline of the advance of the Chinese Empire towards Western progress. It was inevitable that the report should have been started, that he is contemplating the publication of his memoirs. I do not know how true that may be—there has been no announcement from any publisher there—but it is certain that a book from his pen would receive attention comparable almost to the great production of "Queen Victoria's Letters" concerning which Mr. John Murray, the well known publisher, has this week been engaged in suing the "Times" for libel. The paper said that he was making inordinate profits out of a national work. The result is a verdict of £7,500 damages for Mr. Murray.

Even though Sir Robert lost many of his papers in the Peking troubles of the Boxer period he should have recollections enough to fill several volumes.

JAPANESE VISITORS.
There are fifty-six very wide-awake Japanese gentlemen and three ladies just now concluding the British part of their ninety days world tour. They have done America and within a few hours of the time of writing they will be in Paris on their way further east to take the Siberian route for home. These merchants and newspapermen are extremely industrious in their peregrinations and I warrant they have seen more in the short time they have been here, by "following the man from Cook's," than any similar party of foreigners in recent times. Particularly have they been struck with things naval, historical and to some extent commercial. The visits to the tomb of Nelson and to the Trafalgar Hotel at Greenwich, where they lunched in the room where Nelson gave his last banquet prior to the battle of Trafalgar, pleased them immensely and proved the intense admiration they have for naval heroes. It was after this lunch that they went to the Royal Naval College, where Admiral Togo received his training as a naval student. Incidentally they have inspected great enterprises like the Metropolitan Gasworks to say nothing of the other gasworks at the House of Commons but time has not permitted them to inspect the factories of the industrial centres of the north. They are not pleased with our climate, but no fault can be found with them on that score, for this Spring has broken all records for sickness and backwardness, and it is little satisfaction even to a native of these islands to blame it all on "those spots on the Sun."

JAPANESE FINANCES.
It has been known for some time that experts attached to the Japanese Embassy here have been studying British Government financial methods and the theory is now advanced by those who have been watching this activity that Japan contemplates the general reorganisation of the External Debt. The idea looks probable from the fact that during the past five years Japanese revenues has increased by nearly thirty million sterling and the conversion of the various loans contracted abroad is economically desirable.

AN INTERESTING LIFE.
Admiral Sir Edward Seymour, who commanded the expedition which relieved the Foreign Legations in Peking in 1900, turned into the sixty-ninth year of his record this week. He is now, of course, first and principal Naval A.D.C. to the King and his memory goes back to the time when he served as a midshipman on the old paddle wheel frigate "Terrible" at the bombardment of Odessa and Sebastopol. Since then he has seen constant development in the navy, right up to the modern Dreadnoughts.

RELIGIOUS CAENIVAL.
All the religious bodies are busy with the May meetings, which are made the occasion of much discussion during the day and much London amusement in the evenings. London indeed is apparently filled with delegates to the various denominations and their wives and daughters. The Missionary societies are active in unison with the rest of the meetings, and prominent among them this week the Church Missionary Society and the Baptist Missionary Society have held their annual gatherings.

Sir John Kennaway who presided at the Church Missionary Society meeting said their appointed task was now the awakening of the unawakened East. The awakening of China was an accomplished fact and Japan with her vast multitudes was leading the Orient-whither they knew not. Her power of self-education and self-sacrifice for Emperor and country was without limit and it would be a great thing for all the world if these forces could be rightly guarded.

At the Baptist meeting the deficit was shown to be the smallest on record and a determination was expressed to raise more men and money for China than ever before. It is expected that next year the income will be raised from £22,000 to £100,000 and a hundred new missionaries are being sought for including twenty-one for China.

VISCOUNT SUYAMATSU.

I hear that friends of Viscount Suyamatsu in this country have received letters indicating that he may be expected again in London in the late autumn. He contemplates a tour of Siam, Borneo and India in order to refresh his knowledge of the territories, and after that he will head for England.

TRAVELLERS.
The Earl of Crawford, who was in the Far East recently on his yacht, is now cruising in the Mediterranean, and I hear he is engaged on the preparation of a descriptive catalogue of his very rich collection of Napoleonic literature, which is one of the most complete in existence.

The fine collection of fishes from the Indian Ocean made by Mr. J. Stanley Gardiner during a recent expedition under the auspices of the Sladen Fund Trustees, has been presented to the Natural History Museum. It is of considerable scientific value as many of the fishes were dredged from great depths and are new to our naturalists. Mr. Gardiner has also presented an important collection of reptiles from the Seychelles, Chagos and other islands of the Indian Ocean. Apart from this there has been a public gift this week that will interest all art lovers, Mr. Dursen, the well known art dealer and collector, has offered to add a new wing to the Tate Gallery, consisting of five galleries and smaller rooms suitable for students work. The trustees of the National Gallery have offered to place in it a loan exhibition of Turner pictures. These offers have been accepted by Mr. Lewis Harcourt, the First Commissioner of Public Works on behalf of the Nation.

OPIMUM AND PARLIAMENT.
Mr. Theodore Taylor, Mr. Robert Laidlaw, Mr. William Johnson and the other members of Parliament who have of late—especially since the trip of the two first named to the Far East a few months back—been active in denouncing the continuance of opium dens in Hongkong, Straits Settlements, Federated Malay States and Ceylon have been successful, as you will have seen from the cables news, for the Government has set about taking steps to bring the apparent inconsistency of expressing sympathy with the Chinese movement and non-activity in British colonies to an end. The members named have been busy right up to the time of the debate rousing public opinion on the matter and on Friday night Mr. Taylor and Mr. Laidlaw spoke with warmth at the annual meeting of the Society for the suppression of the opium traffic, of the continued existence of opium licensing in the places named. Sir Edward Grey claims that the British Government has done much to encourage China to proceed with the suppression of the traffic, but if that be so, it can justly be claimed for Mr. Taylor and his associates that they have roused the British Government to active sympathy. The proceedings in the House on Wednesday night when Mr. William Johnson secured the acceptance of the resolution calling for speedy action on the matter in the Crown Colonies, roused the greatest interest, the Stranger's Gallery being filled to its utmost capacity by friends of the anti-opium movement. The speeches of the advocates of the resolution were marked with more moral fervour for the regeneration of the Chinese and less denunciation of the British administrators of Crown Colonies than have of late been their utterances on public platforms, but possibly they had received some hint of the decisive action to be taken by the Government. It was an opportune occasion for the new Under-Secretary for the Colonies, Colonel Seely, to appear for the first time in the limelight of his official capacity, and he certainly took full use of it, for the announcement as to the immediate steps in Hongkong and Ceylon, and the prospective steps on the forthcoming Commission report as regards the Straits Settlements came to the greater part of the House as a pleasant surprise. The Chinese Minister, Li Ching-fang expressed his satisfaction outside the House, while inside the Conservative ex-Secretary for the Colonies, Mr. Lytton, was congratulating the Government on the decision. One Conservative, Lord Ronaldshay, seemed to doubt the altruism of the Liberals in the matter and wanted to be sure that the production of opium in China would be reduced pari passu with the reduction of the use of the Indian opium, but Sir Edward Grey hinted that such was the intention of the British Government. Mr. Bennett, a Liberal, also spoke of the necessity of this side of the question not being lost sight of, and then the resolution was adopted amid a chorus of approval that embraced all parties.

The lack of interest in the matter exhibited by the London papers is to me remarkable, but either they are not keeping a very close touch on the Chinese progressive movements or the fact that these things are so many thousands miles away robs them of application to the thoughts of suburban readers. It is a general comment, however, that these various steps towards opium reform show that in British official circles the expressions of the Chinese Government of favour to Western ideas and social reform are accepted as being sincere.

SPORADIC FISCALITIS.
In the House of Commons on Monday night Mr. Duncan asked Colonel Seely if he could indicate generally the restrictions and rights of the Crown Colonies as regards the establishment of preferential trade relations with other portions of the Empire.

Colonel Seely said it was impossible to make such a statement in reply to a question couched in general terms without reference to specific cases, but he might explain that fiscal like all other questions in the Crown Colonies were subject to the ultimate decision of the Secretary of State.

THE EXHIBITION.
The preparations for the forthcoming opening of the Franco-British exhibition are now complete and the show will prove a wonderful attraction to foreigners and Britishers alike, if

the weather does not dog it unfavourably. It is some indication of the variety expected that among the six hundred servants of the exhibition at the turnstiles and elsewhere there will be men capable of speaking all European languages, Hindustani, Arabic, Japanese, Chinese, and several out-of-the-way tongues. A Persian offered his services for ten pounds a week to pilot the visitors from his country, but the management did not accept the proposition as a paying one. A negro eight feet high also was rejected though he could speak French. Some of the French exhibitors are making wonderful arrangements for the social and business comfort of their clients, especially the French bank, but the British firms are sticking more closely to business. The stadium in which the sports are to be held will of course be the centre of most general interest in view of the size of it and the varied nationalities to compete for athletic honours.

A SWARM OF BISHOPS.
Bishops from all the ends of the earth are trooping into London to attend the Pan-Anglican Congress next month. I am informed that already there have arrived the Archbishops of Capetown, Brisbane, Sydney, Melbourne, and the West Indies, the Bishops of Hongkong, Rangoon, Auckland, Columbia, Lombomb, Travancore, Western Equatorial Africa, Walepole, and Zululand, besides notable lay delegates. Mr. Balfour is expected to take part in some of the discussions, which in addition to ecclesiastical matters will deal with social reforms, socialism, and race problems in various parts of the world.

THE BUDGET.
Generally speaking Mr. Asquith's Budget is well received. Several of his opponents are quick to acknowledge that it is clever, though the organs of the middle classes like the "Telegraph," consider the Old Age Pensions scheme reckless and a fear is expressed that the money will be hard to find.

However, the Budget is historically noteworthy, for there is a remarkable reduction of the National Debt—a matter of sound finance—no new taxes are imposed, the sugar tax is heavily reduced, and a beginning is made with Old Age Pensions, to which all parties stand pledged. It is clear that the Government has taken note of the bye elections and is trying to rehabilitate itself in the eyes of the masses by social proposals. For the moment they seem to be having rather better luck than of late, for Mr. Lloyd George who scored a success with the Patents Bill has hit the bull's eye again with the Port of London Bill. There are troublous times before the Government, however, and it remains to be seen how far the new Premier can hold the many sections of his party, with all their fads and jealousies together. The Licensing Bill is through the Commons but what will the Lords do with it? I am inclined to think that Mr. Asquith, though not a magnetic personality, will prove himself a hard master to his party, and hard masters have been successful in times gone by. But whether he can keep the curious elements of his party in harmony is more than I would care to prophesy.

CROWN AGENTS.
Mr. Claude Hay, the Conservative Member for Hoxton, has again been questioning the Government as to the Commission which is to enquire into the organisation of the office of the Crown Agents for the Colonies, but his enquiries were somewhat overshadowed by the fact that they were dealt with just before the Budget introduction. He pressed for the inclusion of experienced commercial men on the Commission and wanted the House of Commons to have a voice in the terms of reference. Colonel Seely announced that the Commission would consist of the Rt. Hon. Sir Francis Mowatt, Sir Ralph Moor (formerly High Commissioner of Southern Nigeria), Mr. H. J. Gibson, (Assistant Comptroller and Auditor-General), Mr. Rowland Bailey, Comptroller of the Stationery Office, Mr. Stanley M. Leathes, (second Civil Service Commissioner), and Mr. C. Alexander Harris, (a principal clerk in the Colonial Office). Colonel Seely himself will preside and he promises that favourable consideration will be given to the inclusion of one commercial expert. The terms of reference have been fixed as follows:—"To report upon the best method of selecting the clerical and technical staff for the office of the Crown Agents for the Colonies and particularly to consider the conditions of tenure, the scale of payment of salaries and pensions, and how far arrangements in that office are in accord or can be brought into harmony with the principles governing the civil service."

In reply to Mr. Rees, Colonel Seely said the committee would decide when they met whether the position of the Crown Agents as intermediary between the Colonial Office and the commercial world, would come within their attention. He added that the terms of reference did not confine the enquiry to the minor members of the clerical staff.

It does not appear that this Commission will meet all the complaints justly made about the commercial ability of the Crown Agents and their many mistakes. These complaints have come from all quarters and it is extremely desirable that the enquiry should get down to the root of the trouble. Mr. Claude Hay and his friends, however, are not likely to let the matter drop very readily.

MR. GRESHAM STEWART, M.P.
I learn that your late resident Mr. Gresham Stewart has been invited by the Conservative Election Committee of that constituency to be a candidate for the Wirral Division of Cheshire at the next vacancy. Mr. Stewart has been, I understand, down there, and has addressed the Committee and expressed his willingness to stand for the Division if his views are satisfactory. He was most cordially received. Although the Committee have not, I believe, yet formally announced their decision, there is little doubt Mr. Stewart will be adopted as the Conservative candidate, and the local papers have already hailed him as the coming man, giving his portrait and publishing a sketch of him.

If he does go to Wirral he will probably make his residence in the Division in order to be in touch with the constituency.

HOW TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Odeon's Chamois and Last Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent to before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Pansa. Codes: A.B.O., 5th Rd. "Liber".

P.O. Box, 38. Telephone No. 12.

NEW ADVERTISEMENTS

POSITION WANTED.

LADY by birth, (all good appearance, aged 30, first-class Continental Education, having held positions as Teacher, Social Companion, Chaplaine, &c. WANTS similar POST in China or Japan; fluent French, German, Portuguese, excellent Drawing, Painting, Photography. Highest of references.

Mrs T. E. S.

10, Alderley St., Belgrave, London, England.

S.S. "POLYNESIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Louro" from Havre ex s.s. "Dante" from Bordeaux ex s.s. "Frederic Morel" and "Verbeke" in connection with above Steamers are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong Kowloon. What and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 15th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 16th June, or they will not be recognised. All damaged packages will be examined on MONDAY, the 15th June, at 3 P.M.

No Fire Insurance has been affected.

F. MALIN, Acting Agent.

Hongkong, 8th June, 1908.

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Epitome of the Week's News.

Leading Articles:—

A Big Ship.

"Pay, Pay, Pay."

Bread in the Bone.

The Real Issue.

The Powers in the Pacific.

Correspondence.

English Medium.

Hongkong Legislative Council.

Finance Committee.

Supreme Court.

Kulangen (Amoy) Municipal Council.

The Opium Question.

Barking Nuisance.

The Imperial Government and the Colony's Revenues.

Chinese on British Ships.

Hongkong-Singapore Quarantine Regulations.

Tientsin.

Ratification of Consul-General Mansfield.

Companies:—

A. S. Watson & Co., Ltd.

Watkins Limited.

Where Ignorance is Bliss.

Arrival of the "Kalgan."

Japanese Turbine Steamers.

The China Mutual Life Insurance Co. Limited, Shanghai.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage 32.

Hongkong 9th June, 1908.

SANTA CASA DA MISERICORDIA OF MACAO.

NOTICE.

IT IS HEREBY NOTIFIED for Public information that, at Three o'clock in the afternoon of the 9th June of the current year, before the Board of Directors of the SANTA CASA DA MISERICORDIA OF MACAO, the adjudication by PUBLIC AUCTION, will be made of the LEASE of the "BOA VISTA" HOTEL SANATORIUM for a period of THREE YEARS, commencing from the 1st July proximo to the end of June, 1911. TENDERS must be submitted in SEALED COVERS.

The conditions for bidding are as follows:—

1. Persons desirous of bidding must Deposit with the Provider of the Santa Casa, before the opening of proceedings, the sum of \$250 as a Place of the bond of their offer, which sum shall be returned to all those who may not be awarded the Lease, immediately after the adjudication.

2. The TENDERS, which must be in sealed covers, addressed to the Provider, must be delivered to the Board as soon as adjudication proceedings are declared opened, together with the Deposit Note.

3. Those failing to make the Deposit will not be allowed to bid, nor will their tenders be accepted.

4. The GUARANTEE, which must be given by the successful bidder, immediately after the award is made, will be the equivalent in CASH of ONE YEAR'S RENTAL, or a Deposit Note for a like value of any Bank payable to the Order of the Santa Casa; personal bond being unacceptable.

5. The UPSET VALUE of the Lease is THREE THOUSAND SIX HUNDRED DOLLARS per annum, corresponding to \$300 a month.

The Clauses of the Agreement for Lease can be seen at the Office of the Secretary of the Santa Casa where they can be considered by intending tenders.

ANTONIO MARIA INNOCENCIO MAHER, Secretary to the Board of Directors, Santa Casa da Misericordia.

Date: 1st Macao, Chambers of the Santa Casa da Misericordia.

26th May, 1908.

INTIMATIONS

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of JOHN HERBERT DISTAN JOHNSON late Chief Steward on board the s.s. "SIBERIA," deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 55 of the Probate Ordinance No. 2 of 1897, made an Order limiting to the 2nd day of July, 1908, for sending in Claims against the above Estate. All Creditors are hereby required to send their Claims to the Undersigned before the said date.

Dated this 3rd day of June, 1908.

ARATHOON SETH, Official Administrator.

CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM This Date, and during the Absence of Mr. Gao L. TOLMIN from the Colony, Mr. W. G. C. PEMBERTON has been appointed ACTING SECRETARY to the Company.

HENRY W. SLADE, Chairman.

Hongkong, 3rd June, 1908.

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

THE CERTIFICATE No. 539 for Ten Shares, numbered 23811 to 23850, standing in the Register in the name of Goh Hock Tan, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Company on or before the 15th August, 1908, a New Certificate for the said Shares will be issued, and the old Certificate will thereafter be held by the Company as Null and Void.

By Order of the Board of Directors, A. B. ROUSE, for the Secretary.

Hongkong, 3rd June, 1908.

WILL NOT REMOVE.

BY courtesy of the SECRETARY of the HONGKONG HOTEL, we will REMAIN HERE.

NOW SHOWING: NEW SUMMER GOODS.

All Varieties, Most Reasonable Prices.

HOOSAIN-ALI & Co., 25, Queen's Road Central, Under Hongkong Hotel.

Hongkong, 1st June, 1908.

GOLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. Have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Storage will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908.

SINGON & CO.

IRON, SHEET, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke. Large General Storekeepers and Shipbuilders. 35 & 37, HING, LOONG STREET (2nd Street, west of Central Market) Telephone No. 515.

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH, Accountants & Auditors, &c., No. 5, Queen's Road Central.

Hongkong, 10th May, 1908.

FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$95

2,000 do. ... \$35

1,500 do. ... \$25

1,000 do. ... \$10

ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMALS.

STAMP, POSTCARD and BIRTHDAY ALBUMS. And all other Philatelic Goods.

GRACA & CO., Hongkong Hotel Corridor.

Hongkong, 9th May, 1908.

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 899 YEARS' LEASE. For Particulars, apply—

GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1908.

NOW READY. MAIL TABLES FOR 1908.

Shows the dates of departure of the Mail to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 50 Cents

On Paper ... 20 "

On Sale at the Hongkong Daily Press Office

Hongkong, 17th January, 1908.

TO LET.

N.O. 25, CONDUIT ROAD (Clifton Gardens), Furnished, for 4 to 6 months. Arrangements can be made for longer lease. Apply to— HAROLD BRODERSEN, Care of THE ASIAN FURNITURE CO., Ltd., King Building.

Hongkong 8th June, 1908.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. PUNCHARD, LOWTHER & Co. to Sell by Public Auction, TO-MORROW (WEDNESDAY), the 10th June, 1908, at H.M. NAVAL YARD Extension, commencing at 11 A.M.

A Large Quantity of SURPLUS STORES, MATERIAL, PLANT, ROD IRON, &c.

Also THE WHOLE OF THEIR OFFICE FURNITURE, Comprising:—WRITING TABLES, DRAWING BOARDS, COPYING PRESS, CHEST-OF-DEATHS, TABLES, CHAIRS, COUNTERS, CLOCKS, BAROGRAPH, 3 MILNER'S IRON SAFES.

The Steam Launch "WALLINGFORD" and 2 LIGHTERS.

N.B.—Special attention is called to the "MILNER'S" Safes mentioned above, as being in excellent condition, they were imported new and have been in use for only a few years.

On View from This Date. Catalogues will be issued. Terms—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th June, 1908.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to Sell by PUBLIC AUCTION, TO-MORROW (WEDNESDAY), the 10th day of June, 1908, at 12 o'clock Noon, at their AUCTION ROOM, No. 8, Des Vaux Road Central, (Corner of Ice House Street).

IN ONE LOT THE VALUABLE LEASEHOLD PROPERTY known as

INLAND LOT No. 118 with the Promises, thereon known as Nos. 18, 19, 20, 21, 22, 23, 24 and 25, ELGIN STREET, Nos. 30, 31 and 32, PEARL STREET and Nos. 26, 27, 28, 29, 30, 31, 32, 33 and 34 STANTON STREET.

Area 16, 317 Square feet, Crown Rent \$72.00. Particulars and Conditions of Sales may be obtained from the Vendors Solicitors.

Messrs. DEACON LOOKER & DEACON, 1, Des Vaux Road Central, and also from THE AUCTIONEERS.

Hongkong, 2nd June, 1908.

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. PUNCHARD, LOWTHER & Co. to sell by Public Auction, ON THURSDAY, the 11th June, 1908, at NOON, at MATAKOK, A QUANTITY OF OLD IRON, RAILINGS, FURNITURE, &c., &c.

A Steam Launch will leave BLAKE PIER at 11 A.M., to convey intending Purchasers. Catalogues will be issued.

Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th June, 1908.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, ON TUESDAY and WEDNESDAY, the 23rd and 24th June, 1908, at 10 A.M. each day at H.M. NAVAL YARD Extension, VICTUALLING STORES.

Comprising:—

OLD AND SURPLUS NAVAL STORES:—CHAIN CABLE, WOOD BLOCKS, HOSES, TOOLS, OLD IRON & METAL, ELECTRIC CABLE, MATS and MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, &c., &c., &c.

OLD AND SURPLUS VICTUALLING STORES:—PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a Quantity of ELECTRO-PLATED ARTICLES, &c., &c., &c.

Catalogues will be issued. Terms of Sale:—As Customary.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 6th June, 1908.

TO LET.

GOOD OFFICES at 2, FEDDER STREET.

Apply to—JARDINE, MATHESON & Co., Ltd. Hongkong, 29th May, 1908.

TO LET.

FROM 16TH JUNE.

THE FURNISHED FLAT on Top Floor of Messrs. DOUGLAS LARRAIK & Co.'s Offices, Four Rooms with Kitchen and Bath Room.

Terms on Application to—DOUGLAS LARRAIK & Co., No. 1, Longias Street.

Hongkong, 3rd June, 1908.

TO LET.

ONE or TWO ROOMS, Furnished or Unfurnished, with BOARD, in Cool and healthy locality, midway between Peak and City, Wide Verandah, good View.

Apply by letter to—PERMANENT Office, "Daily Press" Office.

Hongkong, 6th June, 1908.

TO LET.

4 and 5-ROOMED HOUSES in Kowloon.

COMMODOUS SHOP in Des Vaux Road Central, Hongkong. Immediate possession. Moderate rentals.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 2nd April, 1908.

TO LET.

TO LET.

THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to—THE SANG FAT & CO. Same address; Hongkong, 28th January, 1907.

TO LET.

FROM 1ST MAY.

KOWLOON MARINE LOT 43 Yau-mat. Area 85,200 square feet and with 555 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 18th January, 1908.

TO LET.

A HOUSE in KNITSFORD TERRACE KOWLOON, No. 3, CANTON VILLAS.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st June, 1908.

TO LET.

FIRST FLOOR of No. 6, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, lately occupied by FRED. BORNEMANN.

Apply to—DAVID SASSOON & Co. Ltd. Hongkong, 7th April, 1908.

TO LET.

12, ARBUTHNOT ROAD—3 Rooms.

Apply to—E. A. & C. F. DE CARVALHO, 14, Arbuthnot Road.

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground. A HOUSE in EPOY TERRACE, No. 10, DES VOUX ROAD CENTRAL, 1st floor.

"HATHERLEIGH," Conduit Road. OFFICES in YORK BUILDING. GODOWNS in PRATA EAST, BLUE BUILDINGS and No. 16B, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st June, 1908.

TO LET.

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Hongkong, 4th December, 1907.

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NOTICES TO CONSIGNEES

FROM EUROPE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"DORTMUND."
Captain Matchow, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd June, 1908. 938

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST."
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 9 P.M.

All claims must reach us before the 13th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 2nd June, 1908. 5

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM LONDON, ANTWERP, COLOMBO AND STRAITS.

THE Steamship

"CARNARVONSHIRE."

Captain Ingram, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 10th inst., at 3 P.M.

All claims must be presented with fifteen days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 4th June, 1908. 934

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM TACOMA AND SEATTLE.

THE Steamship

"GLENLOGAN."

having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside. Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any whatever.

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 5th June, 1908. 937

NAVIGAZIONE GENERALE ITALIANA

(Fiorio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 15th inst., or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 9 P.M.

No Fire Insurance has been effected.

CARLOWITZ & CO.,
Agents.

Hongkong, 4th June, 1908. 4

THE DIRECTORY AND CHRONICLE

FOR 1908

Copies may be obtained at the "Hongkong Daily Press" Office, or from Booksellers throughout the Far East.

Hongkong, 15th February, 1908. 363

INSURANCES

NORTH BRITISH AND MEROAN-TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1905
£17,837,119.

1. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 287,500 0
2. FUND... 3,386,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 27th April, 1907. 1146

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO.,
Agents.

Hongkong, 13th August 1906 23

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-EN-CHAPPELLE.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

BEUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. 114

THORNE'S OLD VAT

PER CASE \$15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GLENMACKAY AND HAS BEEN SOLED BY HIS SONS

SCOTCH WHISKY.

SOLE AGENTS IN 791

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A.I., A.B.C., and Engineering Code Used

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DOCK NO. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 961 "

Width of Entrance on Bottom... 881 "

Water on Blocks at Spring Tide... 341 "

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Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 64 "

DOCK NO. 2.

Extreme Length... 371 feet.

Length on Blocks... 354 "

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Width of Entrance on Bottom... 53 "

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Short Notice. 908

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Motor Agricultural Machines,

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Address: Maxwell House, Arundel St., London, England.

HOW IT HAPPENED.

(Continued from page 3.)

allow themselves to be forced by well-meaning but imprudent people to go faster than they thought it was wise to go.

Sir H. Cotton pointed out that the argument that it would be difficult to compensate the Indian cultivators of the poppy proceeded upon a serious fallacy, because the Indian cultivators frequently protested against this cultivation. They would rather be free to cultivate what they liked, because the cultivation of other crops would be more profitable to them.

Sir J. Kennaway (Devon, Holton) expressed his lively satisfaction at the progress made in this question, this evening's debate and at the active steps taken by the Government.

Mr. Bennett (Oxfordshire, Woodstock) said that among the many Oriental students at Oxford he had never met one who was not in deadly earnest in this matter. The only hostility arose from officials and traders. The suggestion that the moral responsibility of this country depended on the attitude of China would not hold water. He congratulated the Government on what was the most hopeful outlook that had ever been presented on this question. He had ever had a more painful shock than when he heard Mr. Morley say that nothing could be done because of the revenue difficulty. The White Paper stated the official mind in India as being opposed to any increase in the rate of import duty levied on the imports of opium in China. While India levied a tax for her own revenue purposes, she could not be expected to do so for the sake of the revenue of another country. The revenue difficulty was, no doubt, a serious one in India, but many hon. members thought that the military expenditure might be lessened in order to secure the £3,000,000 needed to clear our consciences of this abominable curse.

Sir E. Grey (Northumberland, Bowdler).—I should like cordially to endorse the remark made by my hon. friend the secondor of this resolution when he gave to the House of Commons the credit for the progress which has been made in this question owing to the line it took in the debate two years ago and on other occasions in recent years. I think that he is justified in claiming for opinion by the British House of Commons a real effect in making progress in the opium question in China. But though I am prepared to guardedly follow the line he and other speakers have taken during the debate, I doubt if I shall satisfy the hon. gentleman who has just sat down, and I cannot agree with the criticisms he passed on the language used by my noble friend the Secretary of State for India two years ago, which, I think, are not justified. It is true that the promise made by my noble friend two years ago was guarded, but it was followed by a large measure of fulfilment (hear, hear); the words were careful, but performance has been up to the level of the words. (Hear, hear.) If the language was cautious, it was because, as every one who has followed the public career of my noble friend will appreciate, he is exceedingly chary in raising expectations that he may think not easy of fulfilment. It is true he pointed out difficulties, and it is so good ignoring difficulties. It is part of the duty of a Minister to point out difficulties that cannot be ignored and which sooner or later, whether they are ignored or not, will have to be encountered. He has to point out the difficulties, and if he does not, no one else will do so, and the House will not have full information. My noble friend did point out the difficulties, but it is a wrong construction to place upon his speech to say that he pointed out the difficulties in order to plead them as excuses for not doing anything at all. Clearly that was not his object.

Mr. Bennett said that was not his intention.

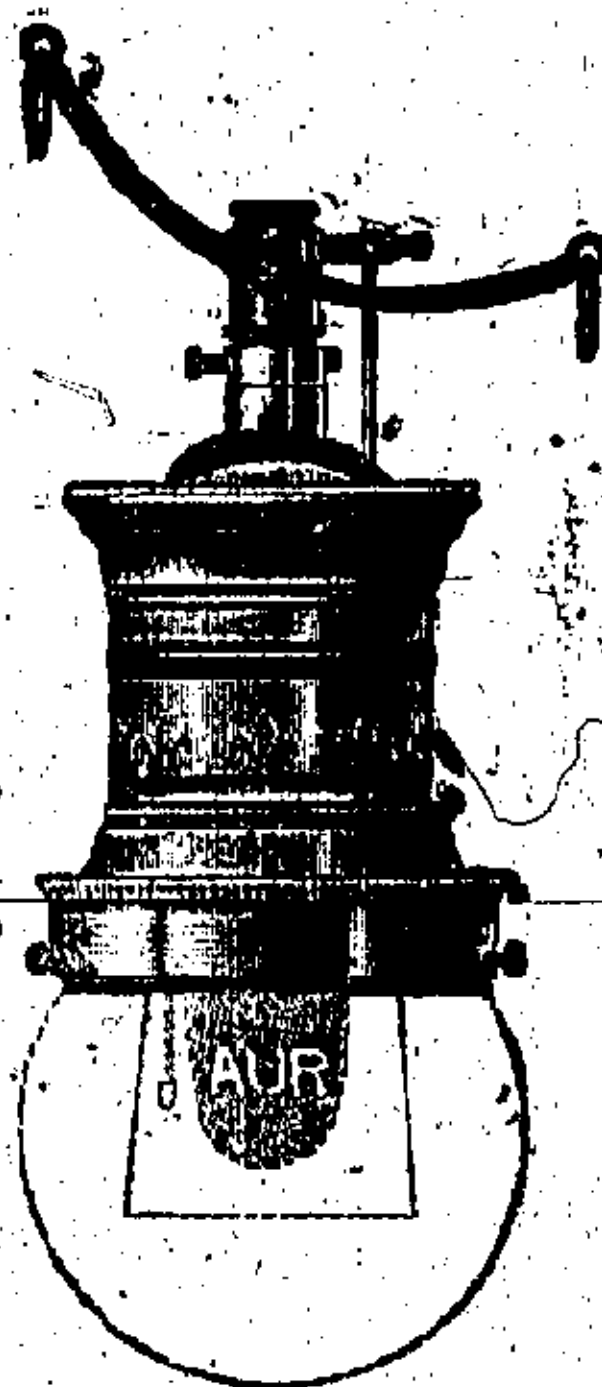
Sir F. Grey.—I think I shall be in the recollection of the House in saying that the hon. gentleman referred to the fact that the Secretary of State for India quoted official opinion in India, and he criticized the speech as giving too much importance to official opinion. My noble friend stated the difficulties of the case that the House might be aware of them; but, as his action has shown and the Under-Secretary for India can bear me out, there has been no intention on the part of the Secretary of State of the Indian Office to plead difficulties as excuses for not doing anything. At a matter of fact, the policy of the Indian Government has been to convince the Chinese Government that they are in earnest in this matter by proceeding with large instalments of reductions in exports. Now, I go to one or two questions which the Foreign Office is specially concerned. The hon. member who introduced the subject did not, I think, quite understand the position of the Foreign Office when he criticized the action of the Shanghai municipality, nor did he give the credit due to the British members for the abolition of opium dens in the purely British settlement. In the second place, it is not possible for me to control the action that may be taken by the British settlements. They have considerable freedom of action. Even the Local Government Board at home cannot dictate to municipalities like Glasgow and Birmingham or other great towns, in the conduct of their own affairs, and my position towards British municipalities is even more a matter of regret than an undoubted fact is that of the Local Government towards municipalities at home. And with regard to Shanghai, the only municipality about which criticism has been passed, I would point out that Shanghai is an international settlement, as well as a British settlement; and though, no doubt, there is a large British majority on the council this is a matter to be decided, not only by the council, but also by the ratepayers, among whom are a large number of Americans and people of other nationalities. But the municipality has promised to reduce the opium duty by a quarter within a month or so, with a view to bringing the whole to an end in two years. My hon. friend read an extract to show that this was not decided; but my information has led me to suppose that that is the definite intention. I cannot give an absolute promise about something not within my entire control; but we have already expressed our opinion as to what, for the credit of the British, the action of the municipality should be, and I will certainly do my best to ensure that what is at all possible, a tendency shall become a fact in action and be realized in two years. (Hear, hear.) Though the native dens are closed as opium dens, the Chinese are not prohibited from selling opium. Therefore, it is unfair to contrast the action of the municipality with the action taken in the native city as if the sale of opium was prohibited altogether there. I believe it is very desirable that in the international settlement the opium dens should come to an end, and that not only should the Chinese precept but the Chinese practice be followed. There is the Chinese point of view to be borne in mind, and the Viceroy of Nanking, the great Chinese official, has expressed his gratification at the action the Shanghai municipality has taken; so that the Chinese recognize that, though their action may not have gone as far as present as could be desired, yet they have shown a desire to help the Chinese. (Hear, hear.) My hon. friend who moved the resolution asked me

about the commission which the United States has proposed and about the delay. It is not our commission, but the proposal of the United States. We have asked what the date and time and place of meeting are to be, and until we have a reply from the United States it is impossible to give more information on the subject. But we have not waited for the commission as regards any action of our own. Our action will be quite independent of whether the commission meets soon or late. (Hear, hear.) I am not sure, looking back over the experience of years, that we should not hope as much from a purely British commission or purely British action as from an international commission or an international conference. With regard, however, to this commission which the United States has proposed, we do welcome the proposal, and we will do everything in our power to assist, support, and co-operate. The noble lord who spoke opposite laid stress on the fact, and I think quite rightly, that it was desirable that the diminution of consumption in China should progress alongside of the diminution of the export from India. There are, no doubt, people in China who do not wish to see the consumption of opium diminished. These are people there who would hope that, by the diminution of the import of opium into China, they themselves might be able to create a monopoly and make larger profits. These are people of that sort in every country. (Cheers.) I certainly should not like to see the opium question in China turned into a branch of Chinese tariff reform. Though I agree that we ought not to make the shortcomings of others in any way an excuse for lowering our own standard, I think, also, it is common sense in this matter that when we are diminishing the export of opium from India to China with the object of bringing it to an end altogether, we should in everything we do help the Chinese not merely to get rid of the import, but to get rid of the consumption of opium in China itself. That has been one of the considerations borne in mind by my noble friend the Secretary for India. Progress has already been made in some parts of China. No doubt the degree has not had the effect which the Chinese Government hoped. China is a vast country, comparatively loose organization, and it is not easy to get the degree of uniformity in the Chinese Government that we have in our own. The Chinese Government has not yet had the effect that it ought to have had in diminishing the growth or diminishing the consumption of opium. Considering all the circumstances, what strikes me is not the small result obtained, but the amount of good result which has been obtained in China in so short a time. Let us bear in mind the difficulties of the Chinese Government. They are enormous. They are undertaking the greatest task a Government can undertake. The most difficult task I think, anybody can undertake is to put an end to a habit, in ten years was an effort which, as had been said, and justly so, any European Government would have been unwilling to face. One or two hon. members had asked whether China was in earnest. The Chinese Government and the best people in China at all events were in earnest. (Cheers.) There is a strong party of progress, but undoubtedly there is a party of the other way of thinking. That is not peculiar to China. When any one tries to put down an abuse, a party, and sometimes a strong party, as once arises to defend the practice and to protect it. (Lord Bessborough here inserted a remark. If the noble lord chooses to put a special application upon my words he is welcome to do so. (As Hon. Member:—"He has Chinese on the brain.") Of course, whenever you raise such a question the question of confession arises. Any Government which tries to put down an abuse will have great difficulty in doing so. Clearly that is the case in bringing two parties in China on which side are we to be so far as our action is concerned? (Cheers.) Of course, if you take the point that no progress has been made you can make that an excuse for doing nothing. If you wish to help China you can make that a justification for what we have already done and may be able to achieve in the future. I should like in conclusion to give the House a quotation from a Despatch issued by the Chinese Government on March 24th which is not included in the papers before the House. It is a somewhat remarkable Despatch and recognizes what the British Government has done and the difficulties the Chinese Government has to face. "We have already directed by Imperial Decree that regulations should be issued under which the use of opium, both foreign and native, should be totally suppressed within the period of ten years. The British Government have now agreed to effect an annual reduction in the amount of opium exported to China, and other friendly Powers are willing to assist. This enlightened policy on their part has greatly assisted us. Under the agreement with the British Government the reduction of the exports is to be continued for three years, and if it is found at the expiration of that period that China has effectively decreased the consumption and production of opium the policy of reducing the exports will still be carried on. To allow these three years to slip by without taking measures for the abolition of the drug would be a poor return for the benevolent policy of a friendly Power and a deep disappointment to philanthropists of all nations." (Cheers.) I think that is a remarkable statement and an entire justification for what the British Government has done and a fair statement of the actual situation. They recognize what we have done to help in the matter and their responsibility, and it rests with them to secure the effect that they desire. The hon. member who seconded the resolution spoke of the future of China. I agree that it is a most interesting question, not merely from this point of view. With regard to reform in China, the question is—Are we sympathizing with her or do we begrudge and hinder her? Our desire is that the Chinese make progress. They may feel that we sympathize with them to the full step by step. On this question, at all events, we have proceeded that result already. Whatever party differences we may have on other questions—and I am sorry if anything I said seemed to introduce party feeling into this debate—I leave them entirely to other questions and ask the House of Commons to accept this resolution and to let that on this question it is unanimous in supporting the action the Government have taken. (Cheers.)

The motion was then unanimously agreed to and carried.—Times.

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ARRIVALS.
JAPAN, British str., 8,808, J. G. Oliffert, 8th June—Calcutta May 25th, Penang 30th, and Singapore 3rd June, General—David Sassoon & Co., Ltd.
KANAGAWA MARU, Japanese str., 6,169, N. Ohno, 8th June—Yokohama 27th May, and Shanghai 5th June, General—Nippon Yusen Kaisha.
KEMUN, British str., 5,866, H. W. N. Evans, 8th June—Mandla 6th June, General—Baker & Co.
MATILDA, German str., 831, A. P. Ulderson, 8th June—Haiphong & Hoihow 7th June, General—Jensen & Co.
MAUSANG, British str., 1,844, Weigall, 7th June—Madras 2nd June, Timber and General—Jardine, Matheson & Co.
MNEFOO, Chinese str., 1,339, J. McArthur, 8th June—Shanghai 4th June, General—Chinese.
NIKKO MARU, Japanese str., 3,434, Harrison, 8th June—Molbourne 13th May, General—Nippon Yusen Kaisha.
POLYMERIN, French str., 3,549, Martin, 7th June—Marseilles via Saigon 5th June, Mails & General—Messageries Maritimes.
SEGOVIA, German str., 1,945, F. Sachs, 8th June—Tientsin 3rd June, General—Hamburg-Amerika Linie.
TOTOZI MARU, Japanese str., 2,464, M. Winkler, 8th June—Singapore 1st June, General—Nippon Yusen Kaisha.
YUENANG, British str., 1,138, E. H. Reid, 8th June—Mandla 5th June, General—Jardine, Matheson & Co.
ZAFIRO, British str., 1,619, R. Rodgers, 8th June—Mandla 5th June, Sugar and Cigars—Shewan, Tomes & Co.

DEPARTURES.

8th June.
GALVESTON, American cruiser, for Manila.
KOWLOON, German str., for Nagasaki.
POLYMERIN, French str., for Shanghai.

SHIPPING REPORTS.

The British str. Japan reports: Light S. W. and West wind and calm, fine clear weather, smooth seas.
The British str. Mausang reports: Light winds and fine weather to within 50 miles of Hongkong, thence squally and rainy to port.
The British str. Yuenang reports: Light variable winds, cloudy sky, N. E. swell and fine weather.

VESSLS IN DOCK.

June 8th.
ABERDEEN DOCKS.
KOWLOON DOCKS—Sorensen, Fume, Pittavall, Currefield, Knutsberg, Marie, H.M.S. Britonart, Manila.
COSMOPOLITAN DOCKS.

VESSLS PASSED ANKER.

May 21, Dutch str. Flores, Polje, April 4, from Hamburg, for Batavia.
May 22, British str. Vellore, March 25, from New York, for Chetoo.
May 24, British str. Islander, Wright, May 22, from Singapore, for Christmas Island.
May 25, British str. Statholyde, March 14, from Philadelphia, for Hioe.
British str. Baron Aragon, from Saigon.
May 26, British 4-m. str. Arroyo, McDonnell, March 20, from Kobe, for New York.
Swedish str. Trifolium, Westerlund, April 12, from Bangkok, for Azores.

VESSLS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HAIMUN."
Captain Evans, will be despatched for the above Ports TO-DAY, the 9th inst., at 2 P.M.
For Freight or Passage, apply to DOUGLAS, LAIPRAIK & Co., General Managers.
Hongkong, 5th June, 1908. 936

NAVIGAZIONE GENERALE ITALIANA.
(Florida and Rubattino United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to Persian Gulf and Bagdad, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"ISCHIA."
Captain Belsito, will be despatched as above TO-MORROW, the 10th June, at Noon.
For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.
Hongkong, 29th May, 1908. 4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILL OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"DELHI."
Captain J. D. Andrews, R.N.R., carrying H.M. Majesty's Mail, will be despatched from this for Bombay & Co. on SATURDAY the 13th June at Noon, taking passengers and cargo for the above port in connection with the Company's "BRITANNIA," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable, all cargo, for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer, proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "EGYPT," due in London on 28th July, 1908.
Passage will be required at this Office until 4 P.M. the day before sailing. The contents and values of all packages are required.
For further particulars, apply to F. J. ABBOTT, Acting Superintendent.
Hongkong, 1st June, 1908. 1

VESSLS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & CO. VIA PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 13th inst., at Noon.
LONDON & ANTWERP VIA SUEZ CANAL	GLENHARR	Brit. str.	—	W. Haughton	McGREGOR BROS. & GOW	On 15th inst.
LONDON & ANTWERP VIA SINGAPORE & CO.	CANDIA	Brit. str.	—	O. Jones, R.N.R.	P. & O. S. N. Co.	About 17th inst.
LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.	—	J. B. Ferguson	SHAW, TOMES & CO.	About 22nd inst.
LONDON & ANTWERP VIA SINGAPORE & CO.	PALBEMO	Brit. str.	—	J. B. Ferguson	P. & O. S. N. Co.	About 23rd inst.
HARVE & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	k.w.	Malchow	HAMBURG-AMERICA LINE	On 12th July.
HARVE & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k.w.	Luning	HAMBURG-AMERICA LINE	On 26th July.
HARVE & HAMBURG VIA STRAITS, &c.	SAKONIA	Ger. str.	k.w.	Habel	HAMBURG-AMERICA LINE	On 9th August.
LIEBON, HARVE, BREMEN & HAMBURG	SCANDIA	Ger. str.	k.w.	v. Dehron	HAMBURG-AMERICA LINE	On 15th inst.
MARSEILLES, &c. VIA PORTS OF CALL.	ERNEST SIMONS	Fr. str.	—	Girard	MESSAGERIES MARITIMES	To-day, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE & CO.	KANAGAWA MARU	Jap. str.	—	N. Ohno	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE & CO.	KANAKA MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
MARSEILLES, HAVRE & COPENHAGEN	SIAM	Dan. str.	—	Girard	MESSAGERIES MARITIMES	Beginning of July.
ANTWERP, ROTTERDAM, BREMEN & HAMBURG	BRISGAVIA	Ger. str.	k.w.	Girard	MESSAGERIES MARITIMES	On 23rd inst.
GENOA & OR MARSEILLES & HAMBURG	HELLAS	Ger. str.	k.w.	Sack	HAMBURG-AMERICA LINE	On 18th inst.
NAPLES, GENOA, ALGIERES, GIBRALTAR &c.	PRINZ HEINRICH	Ger. str.	—	P. Grosch	MELCHERS & CO.	On 17th inst., at Noon.
TRIPSTE, &c. VIA SINGAPORE, &c.	TRIPSTE	Aus. str.	—	S. Chinnak	SANDER, WIELER & CO.	About 23rd inst.
ODessa	VORONEJ	Rus. str.	—	—	MELCHERS & CO.	About end of June.
NEW YORK	OGDENO	Brit. str.	—	—	ARNHOLD, KARBURG & CO.	About 25th inst.
BOSTON & NEW YORK	GAZELLE	Brit. str.	—	—	DODWELL & CO., LTD.	To-morrow.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 13th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	LENNOR	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 18th inst., at Noon.
VICTORIA, B.C. & SEATTLE, WASH. &c.	KAGA MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH. &c.	TREMONT	Am. str.	—	T. W. Garlick	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
SALINA CRUZ, MEXICO VIA MOJIL & JAPAN	MARIE	Ger. str.	—	G. C. Christensen	CHINA COMMERCIAL S.S. CO.	On 15th inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	TRINIAN	Brit. str.	1 m.	G. C. Christensen	CHINA COMMERCIAL S.S. CO.	On 18th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	MANILA	Jap. str.	—	J. Minssen	MELCHERS & CO.	On 18th inst., at 5 P.M.
VLADIVOSTOCK	NIKKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 10th July, at Noon.
KOBE AND YOKOHAMA	CURONIA	Rus. str.	—	—	MELCHERS & CO.	About 5th July.
YOKOHAMA AND KOBE	BINGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 13th inst., at Daylight.
YOKOHAMA, KOBE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	MELCHERS & CO.	About 26th inst.
YOKOHAMA, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	To-morrow, at Noon.
YOKOHAMA, KOBE & YOKOHAMA	YAMAGUCHI	Jap. str.	—	Zwart	JAVA-CHINA JAPAN LINE	Quick despatch.
YOKOHAMA, KOBE & YOKOHAMA	KWANGSANG	Brit. str.	1 m.	Dowson	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	AMIRAL EXELMANS	Fr. str.	—	J. Millot	NIPPON YUSEN KAISHA	On 25th July.
YOKOHAMA, KOBE & YOKOHAMA	TOTOMI MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	To-day.
YOKOHAMA, KOBE & YOKOHAMA	HANTANG	Brit. str.	1 m.	H. Trowbridge	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	TAISANG	Brit. str.	—	D. Christie	JARDINE, MATHESON & CO., LD.	To-morrow, at Noon.
YOKOHAMA, KOBE & YOKOHAMA	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	About 11th inst.
YOKOHAMA, KOBE & YOKOHAMA	SARDINIA	Brit. str.	—	J. G. Oliffert	DAVID SASSOON & CO., LTD.	On 12th inst., at Noon.
YOKOHAMA, KOBE & YOKOHAMA	SAKONIA	Ger. str.	k.w.	C. O. Talbot, R.N.R.	P. & O. S. N. Co.	About 12th inst.
YOKOHAMA, KOBE & YOKOHAMA	GOEBEN	Ger. str.	—	Habel	HAMBURG-AMERICA LINE	On 16th inst.
YOKOHAMA, KOBE & YOKOHAMA	RETSIA	Ger. str.	k.w.	B. Wilhelm	MELCHERS & CO.	About 17th inst.
YOKOHAMA, KOBE & YOKOHAMA	SHOCHI MARU	Jap. str.	—	M. Nishimoto	HAMBURG-AMERICA LINE	On 18th inst.
YOKOHAMA, KOBE & YOKOHAMA	CALEDONIAN	Fr. str.	—	Martin	SAKKA SHOSSEN KAISHA	On 18th inst., at 10 A.M.
YOKOHAMA, KOBE & YOKOHAMA	NAMANG	Rus. str.	—	H. Pybus	MESSAGERIES MARITIMES	On 23rd inst., P.M.
YOKOHAMA, KOBE & YOKOHAMA	PETRONIA	Rus. str.	—	de Brouwers	JARDINE, MATHESON & CO., LD.	On 23rd inst., at Noon.
YOKOHAMA, KOBE & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	F. Northcombe	MELCHERS & CO.	End of June.
YOKOHAMA, KOBE & YOKOHAMA	FUKUSHU MARU	Jap. str.	—	T. Itou	JAVA-CHINA JAPAN LINE	Quick despatch.
YOKOHAMA, KOBE & YOKOHAMA	JOSEPH MARU	Jap. str.	—	H. S. Smith	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	SUNGKANG	Brit. str.	1 m.	G. H. Pennefather	OSAKA SHOSSEN KAISHA	To-morrow, at Daylight.
YOKOHAMA, KOBE & YOKOHAMA	HAUMON	Brit. str.	2 m.	E. Evans	OSAKA SHOSSEN KAISHA	On 14th inst., at 9 A.M.
YOKOHAMA, KOBE & YOKOHAMA	KUMOHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	SINGAN	Brit. str.	1 m.	Jameson	DOUGLAS LAIPRAIK & CO.	On 11th inst., at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	HUPH	Brit. str.	1 m.	S. Schak	BUTTERFIELD & SWIRE	To-day, at 9 A.M.
YOKOHAMA, KOBE & YOKOHAMA	RUH	Brit. str.	1 m.	R. Almond	BUTTERFIELD & SWIRE	On 11th inst., at 9 A.M.
YOKOHAMA, KOBE & YOKOHAMA	TAMING	Brit. str.	1 m.	A. W. Outerbridge	SHAW, TOMES & CO.	On 20th inst., at Noon.
YOKOHAMA, KOBE & YOKOHAMA	YUENANG	Brit. str.	—	T. Myrick	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	ZAFIRO	Brit. str.	1 m.	R. J. Payne	JARDINE, MATHESON & CO., LD.	To-morrow, at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	F. Semblir	SHAW, TOMES & CO.	On 13th inst., at Noon.
YOKOHAMA, KOBE & YOKOHAMA	BORNEO	Brit. str.	—	Belsito	MELCHERS & CO.	On 19th inst., at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	IECHIA	Ital. str.	—	B. Kom	CARLOWITZ & CO.	About End of June.
YOKOHAMA, KOBE & YOKOHAMA	YOSHIO MARU	Jap. str.	—	Pindar	NIPPON YUSEN KAISHA	To-morrow, at Noon.
YOKOHAMA, KOBE & YOKOHAMA	FOOKSANG	Brit. str.	—	—	JARDINE, MATHESON & CO., LD.	On 18th inst.
YOKOHAMA, KOBE & YOKOHAMA	TIFANAS	Dut. str.	—	—	JAVA-CHINA JAPAN LINE	On 24th inst., at Noon.

EAST ASIATIC CO., LD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.
ST. PETERSBURG & VLADIVOSTOCK.
SWEDISH EAST ASIATIC CO., LD.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
DESTINATION STRAMERS DATE OF SAILING.
SHANGHAI, YOKOHAMA & KOBE "PETRONIA" End of June.
MARSEILLES, HAVRE, } "SIAM" Beginning of July.
& COPENHAGEN }
VLADIVOSTOCK "CURONIA" About 5th July.
For Further Particulars, apply to MELCHERS & CO., Agents.
Hongkong, 5th June, 1908. 6

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)
PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STRAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KANAGAWA MARU, Capt. N. Ohno, Tons 6169; HAKATA MARU, Capt. T. Murai, Tons 6161	(WEDDAY, 10th June, at Daylight; WEDDAY 24th June, at Daylight)
VICTORIA, B.C. and SEATTLE, WASH. via SHANGHAI, MOJIL, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	IYO MARU, Capt. S. Ishikawa, Tons 6920; KAGA MARU, Capt. G. B. Laprak, Tons 6901	TUESDAY, 9th June, at 4 P.M.; TUESDAY, 23rd June, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, Capt. K. Homma, Tons 3817; NIKKO MARU, Capt. T. Harrison, Tons 5589	FRIDAY, 12th June, at Noon; FRIDAY, 10th July, at Noon
SHANGHAI, MOJIL, KOBE and NAGASAKI	TOTOMI MARU, Capt. M. Winkler, Tons 3412; NIKKO MARU, Capt. T. Harrison, Tons 5539	TUESDAY, 9th June, at Noon; WEDDAY, 10th June, at Noon
KOBE and YOKOHAMA	BINGO MARU, Capt. A. Christensen, Tons 6247	SATURDAY, 13th June, at Daylight
BOMBAY via SINGAPORE, COLOMBO and COLOMBO	YOSHIO MARU, Capt. B. Kom, Tons 4097	THURSDAY, 18th June, at Noon

* Calling at Keelung.
† Cargo only.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.
T. KUSUMOTO,
MANAGER. 356
Hongkong, 8th June, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR STRAMERS TO SAIL.
MARSEILLES VIA PORTS "ERNEST SIMONS" Capt. Girard { On 9th June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA "CALEDONIAN" Capt. Martin { On 22nd June, P.M.
MARSEILLES, VIA PORTS "TONKIN" Capt. Charbonnel { On 23rd June, 1 P.M.
Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27/10s. up to 27/10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.
For Further Particulars, apply to—
P. NALIN, ACTING AGENT,
Queen's Building, 2
Hongkong, 1st June, 1908.

NORTHERN PACIFIC LINE.

POSTON STEAMSHIP COMPANY.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA
VIA
MOJIL, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
TREMONT	9,608	T. W. Garlick	On 1st July.
SUVERIC	6,232	W. Shotton	On 23rd July.
KUMERIC	6,232	Cowley	On 18th August.

† Storage Passengers only.
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISIN. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric light in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PAK EXP. ES TO THE UNITED STATES & CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS,
Queen's Buildings.
Hongkong, 21st May, 1908. 8

VESSLS ON THE BERTH.

REGULAR STEAMSHIP SERVICE
WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.
For BOSTON AND NEW YORK.
S.S. "GHAZEE" ... 10th June.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 8th June, 1908. 672

CHINA COMMERCIAL S.S. CO., LTD.
NOTICE.
For SALINA CRUZ, MEXICO.

THE Steamship
"MARIE."
Captain G. E. Christensen, will be despatched for the above Ports via MOJIL, JAPAN, on THURSDAY, the 11th June, at 5 P.M.
For Freight or Passage, apply to
CHINA COMMERCIAL S.S. CO., LTD.,
Hotel Mansions,
Hongkong, 5th May, 1908. 804

For SHANGHAI, YOKOHAMA, KOBE AND MOJIL.

THE Steamship
"JAPAN."
Captain J. G. Oliffert, will be despatched for the above Ports on FRIDAY, the 12th inst., at Noon.

The Steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a duly certified Doctor.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 5th June, 1908. 933

"GLEN" LINE OF STEAMERS.
For LONDON AND ANTWERP VIA SUEZ CANAL.

"GLENHARR,"
Captain W. Haughton, will be despatched as above on MONDAY, the 15th June.
For Freight apply to
McGREGOR BROS. & GOW,
Hongkong, 27th May, 1908. 861

"SHIRE" LINE OF STEAMERS, LD.
For LONDON AND ANTWERP.

THE Steamship
"CARDIGANSHIRE"
Will be despatched for the above Ports on or about the 22nd June, 1908.
To be followed by the Steamship
"CARNARVONSHIRE"
sailing on or about 10th July, 1908.
For Freight or Passage, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 1st June, 1908. 865

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
Taking Cargo at through rates to the BRITISH, PANAMA, GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship
"TRIESTE."
Captain S. Chinnak, will be despatched as above on or about TUESDAY, the 23rd June.
This steamer has splendid accommodation for passengers, electric light and carries a doctor.
For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents,
Princes' Buildings.
Hongkong, 1st June, 1908. 3

THE AMERICAN AND ORIENTAL LINE.
For NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship
"OCEANO."
will be despatched for the above Port on or about THURSDAY, the 25th June.
For Freight apply to
ARNHOLD KARBURG & Co.,
Agents.
Hongkong, 27th May, 1908. 693

THE RUSSIAN VOLUNTEER FLEET
For ODESSA.

THE Steamship
"VORONEJ"
will leave on or about the end of June.
For Freight apply to
MELCHERS & CO.,
Agents.
Hongkong, 21st April, 1908. 748

SANG MOW.
BATAN AND GRASS FURNITURE MAKER.
CHAIRS, TABLES, SEATERS & LONG CHAIRS.
BAMBOO BLINDS, MATTINGS in all colours on Sale.
All Orders receive prompt attention.
59A, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 20th February, 1908. 401.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	MALTA	About 11th June	Freight and Passage.
SHANGHAI, MOJI, KOBE	SARDINIA	About 12th June	Freight and Passage.
LONDON via USUAL PORTS	DELHI	Noon, 13th June	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID	CANDIA	About 17th June	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALERMO	About 23rd June	Freight only.

For further Particulars, apply to
HONGKONG, 5th June, 1906.

F. J. ABBOTT,
Acting Superintendent.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HONGKONG, PAKHOI and HAIPHONG	"SINGAN"	On 9th June, 9 A.M.
AMOI, MANILA, CEBU and ILOILO	"SUNGRIANG"	On 9th June, 4 P.M.
MANILA	"FAMING"	On 9th June, 4 P.M.
SHANGHAI	"HANYANG"	On 10th June, 4 P.M.
NINGPO and SHANGHAI	"YOHOW"	On 11th June, 9 A.M.
HONGKONG and HAIPHONG	"HUPEH"	On 11th June, 9 A.M.
SWATOW, CHEFOO and TIENTSIN	"KUEICHO"	On 11th June, 4 P.M.
NEWCHANG	"KWEIYANG"	On 11th June, 4 P.M.
MANILA ZAMBANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, OWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TSINAN"	On 15th June, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining-aloon.

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HONGKONG, 5th June 1906.

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FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ HEINRICH"	Wed. day, 17th June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"GOEBEN"	About Wed. day, 17th June.
MANILA, NEWGUINEA, BRISBANE, SAMARAI, SYDNEY & MELBOURNE	"MANILA"	Thursday, 18th June, at 5 P.M.
YOKOHAMA & KOBE	"PRINZ WILHELM"	About Friday, 26th June.
RUDAT & SANDAKAN	"BOERNE"	End of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 5th June, 1906.

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Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

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FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA ... 19th June	FOR LISBON, HAVRE, BREMEN & HAMBURG: S.S. SCANDIA ... 15th June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ISTRIA ... 18th June	FOR GENOA AND Marseilles & HAMBURG: S.S. HELLAS ... 18th June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA ... 26th June	FOR ANTWERP, ROTTERDAM, BREMEN & HAMBURG: S.S. BRISGAVIA ... 23rd June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... 8th July	FOR HAVRE & HAMBURG: S.S. DORTMUND ... 12th July
	S.S. ISTRIA ... 26th July
	S.S. SAXONIA ... 9th Aug.

Further Particulars, apply to—
HONGKONG, 8th June, 1906.

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TAISANG"	Wed. day, 10th June, Noon.
MANILA via AMOI	"YUENSANG"	Wed. day, 10th June, 4 P.M.
MANILA	"LOONGSANG"	Friday, 18th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI	"NAMSANG"	Tuesday, 23rd June, Noon.
SINGAPORE, PENANG & CALUTTA	"FOOKSANG"	Wed. day, 24th June, Noon.

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

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NAPLES to HONGKONG in 29 DAYS.

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YOKOHAMA to VANCOUVER 13 DAYS
YOKOHAMA to LONDON and PARIS 26 DAYS

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:
+ AMIRAL EXELMANS 25th July = MALTE ... 12th Oct.
= OUESANT ... 27th Aug. = CEYLAN ... 26th Nov.
= ... = CORSE ... 11th Jan. 08

† No Passengers. † Intermediate Class and Rates of Passage.
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PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
ANPING via SWATOW, "FUKUSHU MARU"	Capt. T. Ito	WED. DAY, 10th June, at Daylight.
AMOI		
TAMUI via SWATOW, "JOSHIN MARU"	Capt. H. S. SMITH	SUNDAY, 14th June, at 9 A.M.
AMOI		
SHANGHAI via SWATOW, "SHOSHU MARU"	Capt. M. NEMOTO	THURSDAY, 18th June, at 10 A.M.
AMOI and FOCHOW		

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabin Amidships. Unrivalled Table and Taking Cargo on Through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 8th June, 1906.

T. ARIMA, Manager.

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PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPERESS OF INDIA" 6,000	SATURDAY, 13th June ... 4th July	
"LENNOX" 3,700	THURSDAY, 18th June ... 17th July	
"EMPERESS OF JAPAN" 6,000	SATURDAY, 4th July ... 25th July	
"MONTAGUE" 6,163	SATURDAY, 11th July ... 4th Aug.	
"EMPERESS OF CHINA" 6,000	SATURDAY, 25th July ... 18th Aug.	
"GLENFARG" 3,700	SATURDAY, 8th Aug. ... 6th Sept.	

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPERESS" Steamers will depart from HONGKONG at 4 P.M. S.S. "MONTAGUE," "LENNOX" and "GLENFARG" at 12 Noon.

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ZAFIRO	2540	R. Rodger	Manila	On 18th June, Noon.
RUBI	2540	R. W. Almond	Manila	On 20th June, Noon.

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GENERAL MANAGERS.
Hongkong, 8th June, 1906.

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SHIPPING IN PORT.

STEAMERS.
ALDENHAM, British str., 3,808, St. John George, 7th June—Australia via Sydney 14th May, General—Gibb, Livingston & Co.
AMIRAL DE BROUILLON, French str., 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.
ARABIA, German str., 2,867, C. Neumann, 7th June—Portland 23rd April, Flour and Lumber—Portland Asiatic S.S. Co.
BOURBON, French str., 397, Le Bail, 30th May—Saigon 26th May, General—Chinese.
CAMATA, British str., 2,503, P. Gibson, 6th June—Kuchinotzu 1st June, Coal—Mitsui Bussan Kaisha.
CARL DREIERBERG, German str., 774, T. Kayser, 8th June—Haiphong and Hoilow 5th June, General—Jensen & Co.
CHANGCHOW, British str., 1,203, Pickett, 2nd June—Wuhu and Chinkiang 20th May, General—Butterfield & Swire.
CHILDA, Norwegian str., 1,102, H. Nielsen, 2nd June—Bangkok 27th May, General—Butterfield & Swire.
CHOYANG, British str., 1,424, A. E. Sandback, 3rd June—Shanghai 30th May, via Swatow 2nd June, General—Jardine, Matheson & Co.
COURTFIELD, British str., 4,897, John Wiseman, 25th May—Moji 20th May, Coal—Mitsui Bussan Kaisha.
DAONY, Norwegian str., 940, O. Abrahamsen, 7th June—Daly 31st May, General—Asgaard, Thoresen & Co.
DEUPAR, Norwegian str., 1,102, J. Bing, 25th May—Bangkok 18th May, Rice—Butterfield & Swire.
EIGER, Norwegian str., 875, N. S. Nielsen, 3rd June—Bangkok 27th May, Rice—Chinese.
EMPEROR OF INDIA, British str., 6,002, E. Beetham, 4th June—Vancouver 18th May, Mails and General—C. P. R. Co.
ERNEST SIMONS, French str., 2,890, R. Gerard, 7th June—Yokohama and Shanghai 5th June, General—Messageries Maritimes.
FAUSANG, British str., 1,410, H. S. Martin, 7th June—Saigon 2nd June, Rice—Jardine, Matheson & Co.
FUKUSHU MARU, Japanese str., 1,090, T. Ito, 6th June—Swatow 5th June, General—Osaka Shosen Kaisha.
GAZER, British str., 3,263, D. A. Cava, 5th June—Keelung 2nd June, General—Dodwell & Co.
HAIMUN, British str., 656, J. W. Evans, 7th June—Fochow June 4th, Amoy 5th, and Swatow 6th, General—Douglas, Lapraik & Co.
HARANG, British str., 1,207, Trowbridge, 31st May—Chinkiang 26th May, General—Butterfield & Swire.
HAIPHONG, French str., 509, Pomprat, 2nd April—Haiphong 18th April, Ballast—Wilks & Jacks.
HILARY, German str., 1,276, H. Uecker, 29th May—Saigon 24th May, Rice—Sander, Weiler & Co.
HINSANG, British str., 2,346, A. G. Smith, 28th May—Haiphong 26th May, Coal—Jardine, Matheson & Co.
ISCHIA, Italian str., 2,481, Balisti Giuseppe, 4th June—Bombay 17th Penang 26th and Singapore 28th May, General—Carlewitz & Co.
IYO MARU, Japanese str., 3,918, S. Ishikawa, 31st May—Japan and Shanghai 26th May, Lumber, Cotton Yarn and General—Nippon Yusen Kaisha.
KIANGCHING, Chinese str., 1,002, Bresander, 3rd June—Shanghai 30th May, General—Chinese.
KNUTTER, German str., 643, D. Hunk, 31st May—K. C. Wan 30th May, General—Jensen & Co.
KOBEA, American str., 5,361, Andrew Dixon, 4th June—San Francisco via Ports 9th May, General—Pacific Mail S.S. Co.
KUEICHO, British str., 1,215, G. Hooker, 6th June—Tientsin and Swatow 5th June, General—Butterfield & Swire.
KWANGLEE, Chinese str., 1,804, R. Lincoln, 2nd June—Shanghai 30th May, General—Chinese.
KWEIYANG, British str., 1,044, Dawson, 5th June—Newchwang May 27th, Daly 29th, and Chefoo 30th, General—Butterfield & Swire.
LENNOX, British str., 2,361, F. McNair, 5th June—Vancouver 5th May, via Japan ports Shanghai and Wosung 2nd June, General—Canadian Pacific Railway Co.
LOYAL, German str., 1,237, Fr. Natzius, 25th May—Cowie 18th May, Coal—Sander, Weiler & Co.
MANDAL, Norwegian str., 1,193, K. Gabrielsen, 2nd June—Saigon 28th May, General—Wallem & Co.
MANILA, German str., 1,108, J. Miesner, 30th May—Sydney 5th May, General—Melchers & Co.
MARIE, German str., 1,169, P. E. Christiansen, 26th May—Balina Cruz 20th April, Ballast—China Commercial Steamship Co.
MATHILDE, German str., 831, A. P. Oldrup, 25th May—Haiphong and Hoilow 24th May, Rice and General—Jensen & Co.
MERAPI, Dutch steamer, 1,527, E. Udale, 26th May—Singapore 19th May, General—Chinese.
NANCHANG, British str., 1,228, W. J. Miller, 7th June—Chefoo 1st June, Beans—Butterfield & Swire.
NERTHE, Dutch str., 1,436, Wester, 13th May—Hankow—Arnhold, Karberg & Co.
OCEANO, British str., 1,738, M. L. Bram, 20th May—Hongay 17th May, Coal—Dodwell & Co.
ORIEL, British str., 2,205, G. Maddrell, 3rd June—Moji 28th May, Coal—Bradley & Co.
PERHO, German str., 476, V. Flottwell, 27th May—Saigon 22nd May, Rice—Hamburg-Amerika Linie.
PETCHARU, German str., 2,190, C. Wolf, 7th June—Kolschong 31st May, Rice, Meal and Wood—Butterfield & Swire.
PHEUMPHET, British str., 1,065, J. H. Scott, 25th May—Saigon 20th May, Fish and Meal—Chinese.
PITSANULOK, German str., 1,200, T. Heyenga, 26th May—Bangkok May 17th, via Swatow 24th, Rice and Timber—Butterfield & Swire.
POWATAN, British str., 1,050, Turner, 29th May—Balina Cruz 24th April, Ballast—Chinese.
PROMETHEUS, Nor. str., 1,024, O. Kornelissen, 4th June—Bangkok 28th May, Rice—Butterfield & Swire.
RAGNAR, Norwegian str., 1,220, Augensen, 5th June—Rajang 29th May, Timber—Wallem & Co.
SHANTU, German str., 1,668, C. Gosewisch, 3rd June—Bangkok 27th May, Rice and Salt—Chinese.
SHAOSHING, British str., 1,307, W. McIntosh, 30th May—Shanghai 28th May, General—Butterfield & Swire.
SIMONGAN, Dutch str., 1,202, H. Vos, 21st May—Samarang via Palo Laut 11th May, Sugar—Chinese.
SINGAN, British str., 1,047, F. Jamieson, 6th June—Haiphong and Hoilow 5th June, Rice, General & Fish—Butterfield & Swire.
SUNGRIANG, British str., 397, G. H. Pannetier, 6th June—Hoilow 2nd June, General—Butterfield & Swire.

SWANLEY, British str., 2,988, Steele, 2nd June—Chingwangtao 27th May—Order.
TAISANG, British str., 1,554, W. J. Davies, 3rd June—Chinkiang 29th May, Rice—Jardine, Matheson & Co.
TAMING, British str., 1,843, A. Somerville, 5th June—Manila 2nd June, Sugar and Cigars—Butterfield & Swire.
TRUCHE, British str., 5,805, J. Barwise, 5th June—Kobe 31st May, General—Butterfield & Swire.
TIENTSIN, British str., 1,237, E. Monkman, 7th June—Amoy 5th June, General—Butterfield & Swire.
VALERIA, British str., 2,111, Richards, 2nd June—Canton 17th April, Coal—Order.
WAISHING, British str., 1,179, W. T. Richard, 8th June—Wuhu & Chinkiang 1st June, General—Jardine, Matheson & Co.
YOHOW, British str., 1,305, Northcote, 5th June—Shanghai 31st May, via Swatow 4th June, General—Butterfield & Swire.

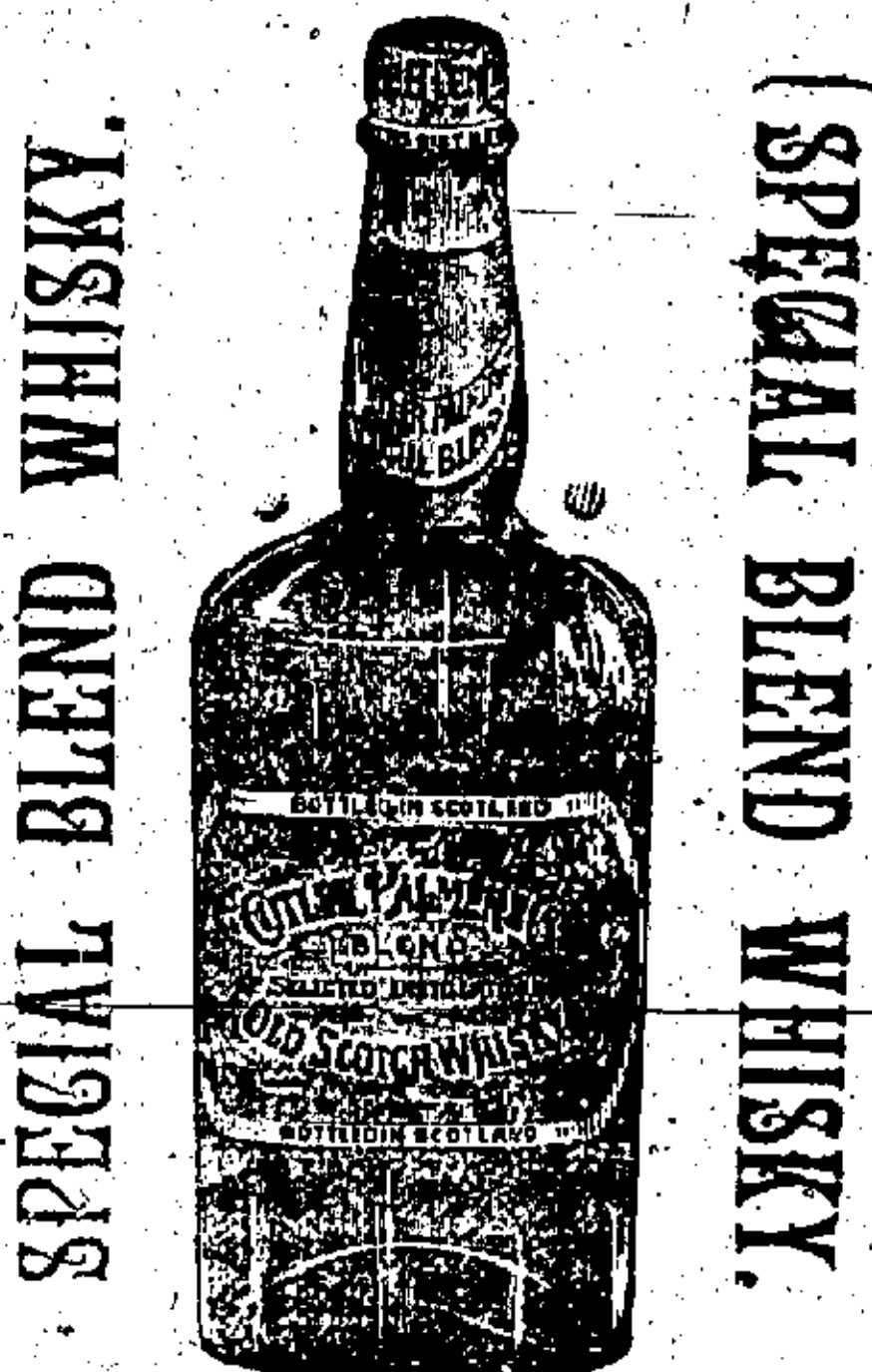
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JUTERPOLIS, British ship, 2,481, Stewart, 6th June—San Francisco 5th April, Case Oil—Standard Oil Co.

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